

Nevada County Transportation Commission

The Nevada County Transportation Commission (NCTC) is the Regional Transportation Planning Agency for Nevada County. NCTC coordinates state and federal transportation programs for Nevada County, the City of Grass Valley, Nevada City, and the Town of Truckee.

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Upcoming NCTC Meeting

The next meeting of the Nevada County Transportation Commission is scheduled on:

Wednesday, January 17, 2007 at 8:30 a.m., Nevada City Council Chambers, 317 Broad Street, Nevada City, CA.

NEVADA COUNTY TRANSPORTATION COMMISSION NEWSLETTER

Issue 30

"Creating a better future by building upon successes of the past"

December 2006



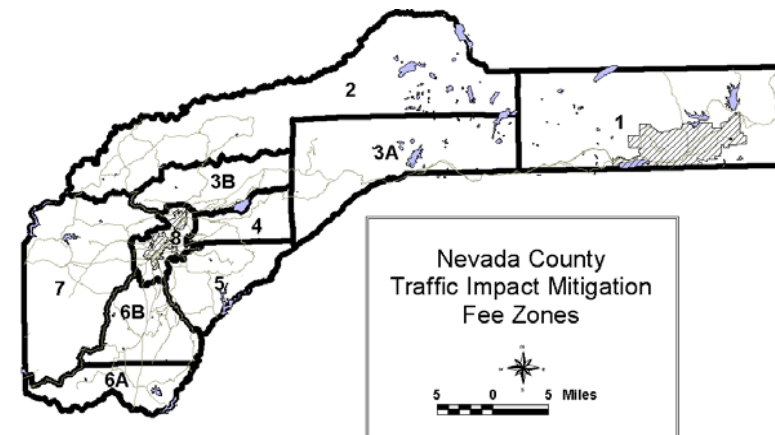
Mitigation Fee Program Update Moving Forward

The Nevada County Transportation Commission (NCTC) recently approved the hiring of consultants to complete the Regional Transportation Mitigation Fee (RTMF) update process.

The Western Nevada County Regional Transportation Mitigation Fee Program was created in 2001 to help fund construction of regionally significant road improvements needed to enhance traffic flow around the Grass Valley/Nevada City area. Developers pay a fee based on the number of additional trips generated from their project and the fee zone it is located in. The three governing jurisdictions in western county, Nevada County, City of Grass Valley, and City of Nevada City adopted the program. With input from their staff, through the Technical Advisory Committee (TAC), transportation improvements were identified and prioritized for construction with the fees collected. NCTC's role in this process is to help facilitate discussion, and to collect, monitor, and disperse funds when the designated improvements go into the planning and construction stages.

At the September 21, 2005 NCTC meeting the 2005 RTMF Update was discussed. The Nevada County Contractors' Association (NCCA) raised four issues to be resolved during the update process:

- Accuracy of land use assumptions, demographics, and the current traffic model.
- Scope and cost of roadway improvement projects included in the RTMF Capital Improvement Program (CIP).
- Methodology used to assign fees to the geographic fee zones.
- Methodology used to assign fees to residential and non-residential development.



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State Ballot Measures Pass

California voters agreed there was a need to invest in the State's deteriorating transportation systems and approved two ballot measures in November.



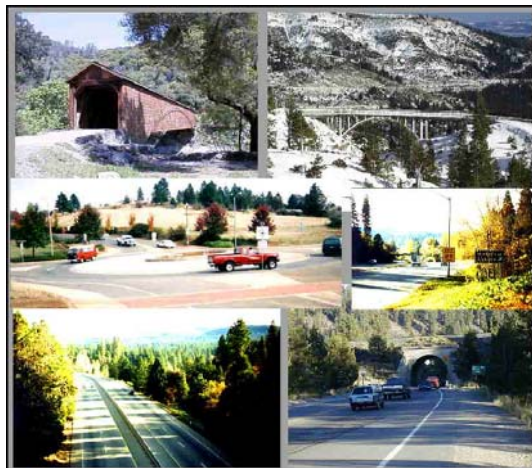
Road repair work done by Caltrans

Governor Schwarzenegger and legislative leaders created two measures to provide funds for transportation projects throughout the state. With the passing of Proposition 1A, \$1.3 billion/year in gasoline sales tax will be committed for transportation projects, and the funds will be protected from borrowing for other purposes.

Proposition 1B will add \$19.9 billion for traffic improvements over the next 10 years. The California Transportation Commission (CTC) will begin distribution of the money in March 2007. Many projects will require local matching funds. Of the \$17.2 million (M) earmarked for Nevada County, NCTC will receive \$5.5 M toward regionally significant projects. Transit programs county-wide will get \$5 M. \$6.6 M is designated for local streets and roads. The County DOTS' share is \$5.3 M, \$414,000 is for Grass Valley, Nevada City gets \$400,000, and the Town of Truckee will receive \$505,000 over the 10-year period. **NCTC**

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RTMF/Interim Fee – Cont.

Subsequent meetings to discuss the RTMF Update did not result in a consensus of opinion, so in July 2006 NCTC decided to seek assistance from a consulting firm with extensive experience in mitigation fee programs. A selection committee interviewed two firms and unanimously recommended that NCTC hire a team of consultants with expertise in the various fields needed to update the RTMF program.

Fehr and Peers, a well known traffic engineering and modeling firm, will start the update process by reviewing traffic model assumptions, review the RTMF network, review and confirm future deficiencies and needs, and update the list of Capital Improvement Projects (CIPs). Mark Thomas and Company, a highly respected civil engineering firm, will update the cost estimates for the CIP projects. Then Parsons Brinckerhoff, an international firm with extensive experience in developing and updating fee programs, will develop and evaluate fee allocation methodologies, revise the fee schedule, update the RTMF Administrative Manual, conduct public workshops, and produce the final report. As our Executive Director said, “It’s like having Mike Bibby, Kobe Bryant, and Yao Ming all on the same basketball team.”

In the meantime, since the RTMF fees have not been increased since 2003, the NCTC passed a recommendation to adopt an “interim” fee at their November 15th meeting. The intent of the interim fee is to compensate for the rate of inflation since 2003, and to minimize the loss of revenue until the RTMF Update can be completed and approved. The three jurisdictions of western Nevada County will now decide at their council and board meetings whether they would like to proceed with an interim fee or wait until mid-2007 when the update is completed. In each case, once an ordinance is passed to approve the interim fee, there is a sixty-day waiting period for the fee to go into effect.

NCTC

Dorsey Drive Status Report

A stakeholder meeting was held on September 22nd between the City of Grass Valley, Caltrans District 3, and the NCTC Dorsey Drive Ad Hoc Committee to discuss the current status of the Dorsey Drive Interchange project. A goal of the City and Caltrans is to design and construct a complete interchange, and not extend the construction over many years in phases. They collectively brainstormed ways to minimize any delays. Caltrans will start the right-of-way acquisition process, but not purchase properties until the final design is agreed upon. Properties along the northwest quadrant of the interchange may not be affected if Caltrans and Grass Valley decide to merge the westbound off ramp and Joerschke Drive.

Caltrans agreed to look at alternative design solutions that do not raise the existing deck elevation on the Dorsey overpass, which would reduce the height and cost of retaining walls. As a cost saving measure, Caltrans also agreed to reevaluate cut and fill slope requirements based on the project geotechnical reports.

Caltrans is allowing the City to propose a design for both street approaches to the overpass, as long as state design, safety, operations, and maintenance standards are maintained. Caltrans will design the ultimate project to enhance the City’s opportunities to apply for additionally available funding with a full design.

Measure T, on the November ballot, was a means for the City of Grass Valley to acquire additional funding for the Dorsey Drive Interchange through a proposed one-half cent sales tax. Since Measure T did not pass, the City will work closely with NCTC to pursue other funding options. Funding issues are a key element as the project moves forward. Currently there are sufficient funds available in the State Transportation Improvement Program (STIP) and the RTMF Program to keep the project moving forward through Design and Right-Of-Way.

NCTC

Nevada City Passes Sales Tax Measure



Copyrighted photo

*Hansen Brothers employees apply asphalt on Boulder Street recently in Nevada City.
9/19/06 – The Union [reprinted with permission from The Union]*

Measure S passed at the polls this November, which means Nevada City residents will see more streets repaired and repaved, plus upgrades to sidewalks. The one-half cent sales tax increase brings Nevada City’s sales tax to 7.875%.

City Engineer Bill Falconi said 74 streets are slated for repair, and ten sidewalks are listed as needing improvements or construction. The City of Nevada City Pavement Expenditure Plan covers a 16-year period. The plan will be broken down by priorities and reviewed annually by the City Council, so accrued funds will be expended on priority projects first. The first few years will concentrate on rehabilitation of the major arterial streets within the City. The City will also set aside 7.5% of the one-half cent sales tax annually to provide matching funds for Federal and State Grants related to street improvements and rehabilitation projects.

The City’s #1 goal is to provide the traveling public with the best road maintenance possible. NCTC

Gateway Monument Completed

With the heavy volume of residents and visitors traveling northbound on State Route 49 each day, the idea was conceived to greet these travelers with a “Welcome to Nevada County” sign. Out of that idea grew an interest to design a monument that would give the passerby a sense of the pride and history our county celebrates, and to honor the hard working pioneers who passed this way and decided to make their homes in this part of Northern California.

As a committee was formed and the discussions began, the question arose as to where this monument would be placed. With the help of Caltrans District 3 Planner Ann Marie Robinson, a location was identified and approved by Caltrans on their right-of-way land just north of the Bear River near Rincon Way on SR 49, as you enter Nevada County. During the widening process of SR 49 near Combie Road, Caltrans directed the contractor to level the ground at this location to create a pad to place the monument.

One of the hardest tasks was to design an appropriate looking monument that would be reasonably priced, and then work out details of how money would be raised to pay for its creation. In February 2003 an invitation was sent out by the Monument Committee to community designers and artists to submit a drawing for review. Several designs were submitted, but the cost was prohibitive, so the project seemed to stall.

NCTC Executive Director Dan Landon went before the Nevada County Board of Supervisors in March 2003 to present the idea of the project to them, since the county would be responsible for maintaining the site once it was constructed. District 2 Supervisor Sue Horne took lead of the project in October 2003 and worked with the South Nevada County Chamber to get contributions from private sources. In November 2003 a second invitation was sent out to artists to suggest a design for the gateway monument. This resulted in the final design created by Rob Conover of Sandstorm Signs in Quincy. The monument is made of natural stone and stands approximately 7 feet tall and 12 feet wide. A gold miner is silhouetted on either side of the large greeting.

Sue Zajac from the Nevada County Department of Transportation and Sanitation coordinated with Caltrans the final tasks needed for placement of the monument. Bruce Zard of Bruce Zard Excavation volunteered further excavation work and placement of the boulders. A public dedication was held on October 4th to recognize the efforts of many in the community who made this project possible.



A closer view of the monument shows the details of the gold miner silhouettes.

Supervisor Horne was quoted as saying, “I am very proud of the many contributions of everyone involved in the effort to complete the gateway monument project. The hard work that went into the project shows what can be done when the community works together to accomplish a common goal. The monument is quite an achievement that reflects the pride we have in our county.”

NCTC’s Executive Director Dan Landon plus former NCTC Commissioners Chet Krage, Linda Stevens, Peter Van Zant, and Conley Weaver participated in committee meetings during the course of the project, which took about four years from the idea stage to completion.

The cost of the monument was \$20,000 and approximately \$12,000 has been raised to date from private sources. The South Nevada County Chamber has an ongoing fundraising effort that will continue until the balance is achieved. NCTC